

ADMINISTRATION'S REVENUE BILL IS PASSED BY HOUSE

Creates Tariff Commission—
Imposes Tax on Dyestuffs—
Repeals Present Stamp Taxes
—New Taxes on Incomes.

THE VOTE IS 240 TO 140

Democrats Vote Solidly for Bill
Joined by 31 Republicans, 5
Progressive Republicans, 1
Independent and 1 Socialist—
Adopt Several Amendments.

Washington, July 12.—The administration's omnibus revenue bill, creating a tariff commission, imposing a protective tariff on dyestuffs, repealing present taxes and providing for new taxes on incomes, inheritance and war munitions profits passed the House late today by a vote of 240 to 140.

During the closing hours of debate several amendments, providing for elimination of the bankers tax and modifying the tariff commission, were adopted over the opposition of democratic leaders. On the final roll call the democrats voted solidly for the bill and were joined by 31 republicans, five progressive republicans, one independent and one socialist.

The amendments adopted cut the salaries of members of the tariff commission from \$30,000 to \$15,000 annually; struck out the provision under which no member or former member of Congress could serve on the commission; and provided a single appropriation of \$300,000 to pay expenses of the commission the first year instead of the bill's stipulation of a continuing annual appropriation of that amount.

Many amendments proposed by the ways and means committee also were adopted including one under which cigarette manufacturers must pay a special tax of three cents on every 1,000 cigarettes.

The bill which now goes to the Senate increases the surtax on incomes, ranging from an additional one per cent on incomes between \$20,000 and \$40,000 to 10 per cent additional on those above \$40,000 and taxes transfers of estates valued at \$50,000 or more and net profits of war munitions manufacturers, with an exemption of those having less than ten per cent profit.

The new taxes are expected to yield \$127,000,000 annually. The tariff commission would be composed of five members, no more than three to be of the same political party and would have broad powers of investigation. The bill also curbs an anti-dumping provision to protect American producers from unfair foreign trade practices.

E. O. RIGHTER, ELKS GRAND EXALTED RULER

Contest Over Election One of the Hottest in Order's History.

Baltimore, July 12.—Edward O. Righter of New Orleans was today elected grand exalted ruler of the Benevolent and Protective Order of Elks over Lloyd Maxwell of Marshalltown, Iowa, at the annual convention of the order in session here this week. The contest was declared by old-timers among the delegates to have been the hottest in the history of the organization, Boston was selected for next year's convention.

The other officers were elected as follows: Retained leading knight, Morris O'Dell, Camden, N. J.; esteemed loyal knight, E. R. Ingersoll, Seattle, Wash.; esteemed lecturing knight, James M. Stanley, Oakland, Cal.; grand secretary, Fred C. Robinson, Dubuque, Iowa; grand treasurer, Charles A. White, Chicago; grand tutor, Oliver Hunt, Oklahoma City; grand scribe, George Locke, Rogers, Ark.

The first of the big spectacular events of Elks' week was the floral automobile parade this evening.

RUTLAND TO HAVE FIRST DEMONSTRATION

Telephone Company to Give Public Opportunity for Trans-Continental Conversations.

Rutland, July 12.—Rutland is to have in October the first trans-continental telephone demonstration in Vermont. The Rutland Business Men's association has made arrangements with district heads of the Telephone company here for the affair which will be similar to those held at Keene, N. H., Springfield, Mass., and New England cities. Several hundred persons will be invited to some large hall where there will be an instrument for each guest and conversation with San Francisco will be arranged. Telephone men will lecture preceding the wire talk.

ACCIDENTALLY SHOT IN NECK

Son Was Cleaning Revolver Which Discharged, Bullet Entering Mrs. John Duket's Neck.

South Royalton, July 12.—Mrs. John Duket was accidentally shot in the neck yesterday afternoon when her son, Ray, was cleaning a revolver. The bullet entered at the back of the neck, passing near the spinal cord. It is not believed that the wound will prove fatal.

208 TO ENTER WEST POINT

West Point, N. Y., July 12.—One hundred and fifty new cadets were admitted to the Military Academy today, bringing the total up to 208, the largest "plebe" class in the history of the institution.

Usually a task or quest went advertised as a task or quest accomplished.

EASY TO ELUDE HIS ENEMIES, SAYS CAPT. OF DEUTSCHLAND

Master of German Super-Submarine Declares He Can Submerge within 3-Mile Limit and Allies' Ship Cannot Catch Him After That—Boat Traveled on the Surface During Nearly Entire Voyage to America—Submerged But 5 Times—Next Merchant Submarine to Arrive Will Be the "Bremen" within 8 Weeks—Deutschland Ready to Discharge Million-Dollar Cargo and Reload with Rubber and Nickel—Germans Congratulate Captain.

Baltimore, July 12.—The daring German seaman who brought the submarine merchantman Deutschland across the Atlantic, slept quietly tonight aboard the vessel, which lay moored to a carefully screened pier guarded by a strong squad of Baltimore police. Capt. Paul Koenig, skipper, had delivered his papers to the North German Lloyd office, entered his vessel at the customs house as a commerce carrier and had presented to a German embassy official a packet of correspondence for Count Von Bernstorff.

Now the submarine is ready to discharge her million-dollar cargo of dyestuffs and take on board for the return trip to Germany metal and rubber needed by the Emperor's armies and navy. The return merchandise is waiting on the dock and the time for leaving port will depend largely upon plans for eluding vigilant enemy patrols expected to be waiting outside the entrance of Chesapeake bay for the reappearance of the vessel.

One of Captain Koenig's first acts after he moved his ship up the harbor from quarantine early to-day was to announce that the Deutschland was but one of a fleet of mammoth submarines built or building for a regular trans-Atlantic freight and mail service. He said the next to come would be the "Bremen" and that she might be looked for at some port along the coast within eight weeks.

Anxious to establish promptly his peaceful character and to forestall investigation sought by diplomatic representatives of the allied powers, the German captain submitted his craft to a thorough inspection by the surveyor of the port and an agent of the department of justice. These officers, as well as the customs inspectors and quarantine surgeons, agreed that there was no sign of armament of any description on board. A formal report to this effect was transmitted to the treasury department at Washington.

It was stated on the authority of the captain that the only arms on board were four automatic pistols belonging to the officers and a sportsman's rifle for firing rockets. After passing quarantine and once safely alongside of his dock, Captain Koenig called his crew ashore and posed with them for moving picture and newspaper photographers. He laughed and chatted with the correspondents but refrained from discussing his achievement until after he had reported to the agents of his owners.

Later at the office of the North German Lloyd, he issued a typewritten statement telling of the coming of other boats like the Deutschland and asserting that his voyage had broken the British control of the seas. At the same time he submitted to an interview in which he described his 3,500 mile cruise from Heligoland to Chesapeake Bay. He denied reports that he had been chased off his course by enemy warships, declaring that so far as he knew there was not an allied war craft in the Atlantic. The captain asserted further that his voyage had established the fact that a submarine of the type of the Deutschland could travel anywhere that the ordinary vessel could go, 12,000 miles, if necessary. He had no fears, he stated, of his ability to elude enemies that might be waiting for him off the Virginia capes when he starts his return trip.

"I will be able to submerge within the three-mile limit and they cannot catch me after that," he said.

During nearly the entire voyage to America, said Captain Koenig, the Deutschland traveled on the surface. Once she submerged for ten hours and lay during that time on the bot-

DEUTSCHLAND IS MERCHANTMAN WILL BE U. S. DECISION

Federal Officials Examine Every Part of the Super-Submarine and Are Practically Convinced She Is an Unarmed Commercial Vessel Incapable of Conversion into Warship without Extensive Structural Changes—8 Similar Vessels Now Building at Kiel—Deutschland Will Leave for Return Trip within Ten Days.

Washington, July 12.—Final decision by the state department that the German submarine Deutschland is a merchant ship entitled to all privileges accorded under international law to a belligerent-owned freighter was forecast tonight by receipt of preliminary reports on an inspection of the under-water liner at Baltimore by naval officers and treasury officials. Collector Ryan at Baltimore telegraphed the treasury department that after a thorough examination by himself and Capt. C. F. Hughes, appointed by the navy department to assist,

made by the British and French embassies holding that the submarine is "a potential warship" not entitled to the freedom of American ports and an object of attack at sight on the high seas. These conclusions will be considered in connection with the report of the federal investigators. Acting Secretary Polk said tonight the allied diplomats would be informed of the result only if they made inquiry. The duty now of the United States, official explained, is to see that no structural changes are made during the Deutschland's stay in American waters which would fit her for hostile purposes. But should the ruling of the navy and treasury investigators be sustained, the Deutschland, like any other merchantman, would have the right to clear with cargo, including guns, munitions, or German reservists.

Reports that the state department had advance notice of the Deutschland's trip are denied. Officials say no information was forwarded by the American consul at Bremen, who issued a bill of health to the submarine. Captain Koenig expressed satisfaction tonight when informed that three American naval officers, who today inspected the Deutschland to determine her status, had reported in effect that not only was she an unarmed merchant vessel now, but was so constructed that she could not be converted into a war craft without virtually being rebuilt. Captain Koenig said he could only reiterate that the Deutschland, like other submarines built or building for Germany's new undersea merchant fleet, was designed solely as a freight carrier.

At least eight of these vessels, it was authoritatively learned here today, now are building at Kiel, and with these in addition to the Deutschland, and the Bremen already on route for an American port, Germany expects, in a measure to re-establish her lost commerce and mail communication with rest of the world.

The torpedo being a submarine's essential weapon to make her effective as a war craft, it was the possibility that the Deutschland might be converted for torpedo tubes that was the chief concern of the American naval officers, headed by Captain C. F. Hughes, who inspected the vessel today. Not only were none found but an examination of the forward part of the vessel's hull where torpedo tubes naturally would be located revealed, it was learned, that the structure was not substantial enough to contain them. Before the Deutschland would be armed like a German naval submarine, entire reconstruction forward would be necessary.

Captain Hughes and his associates were given the entire freedom of the ship and there was no space within the interior that they did not explore. The Deutschland's commander was not present during the examination. Captain Hughes and his assistants spent more than two hours in the vessel. Captain Hughes declined to discuss what he had seen, but said that not only did the young officer who escorted them through the boat freely answer all questions but even volunteered information.

"We are proud of this vessel and I don't blame him," said Captain Hughes. "It is a wonderful piece of mechanism and a monument to German inventive genius." Captain Koenig meanwhile was taking luncheon at a local hotel with a party of officials of the North German Lloyd, German-Americans of local prominence and their wives. He sat at the head of the table, and was on his feet instantly when the orchestra played "Die Wacht am Rhein" and arose no less quickly when the "Star Spangled Banner" was played as the next selection.

The Deutschland today began unloading her cargo of dyestuffs. This task will probably be completed Thursday, after which she will begin to take on her return cargo of nickel and rubber.

Captain Koenig was asked how he and his men employed their time while making the voyage. "Well," he said, "we had photographs. They were a source of much entertainment. We had about one hundred records. There were some American rag time songs, some marches and dances."

Captain Koenig was today the recipient of hundreds of congratulatory telegrams from all sections of the country. Many of them came from German societies, who were anxious to have the commander and his officers as guests at dinners and other functions. The local German colony is already making arrangements to give the crew a celebration and an outing.

Captain Koenig and his officers probably will be guests of honor at a formal dinner which it is planned to hold soon at the German club.

New York, July 12.—First Officer Franz W. Kraschke of the German submarine merchantman, Deutschland, arrived in New York late tonight from Baltimore on his way to the German summer embassy at Rye. He carried 3 sacks of special mail and was accompanied by Daniel Von Halmhausen, counselor of the embassy.

Coming from Baltimore, Kraschke complained of the motion of the train, saying: "If this keeps up, I will get seasick."

He explained that the Deutschland runs so smoothly that one could play a game of billiards within her at a depth of 15 to 20 metres.

Reminded that all commerce vessels entering the waters of the United States must carry sufficient life saving devices, the first officer declared that the Deutschland was equipped with life boats and life belts. Forward of the conning tower of the giant submarine, he said, was a life boat with life belts and accommodations and provisions for six men. A smaller boat aft of the conning tower had accommodations for six men. He stated the boats could be launched in two minutes.

Kraschke said that early in June the Deutschland was visited by Prince Henry of Prussia, brother of the German Emperor, and his wife, Princess Henry presented Captain Koenig with an autographed photograph of himself, to which was attached a poem composed by the Prince. The English translation follows:

"To the first German commerce submarine.
"To battle and fight is not your call;
"Your mission is one of peaceful trade.
"Go on, then, God speed you and bless the trip.
"Be courageous and brave as true Germans are.
"All Germany wishes you, from the blood back and a safe return home."

Princess Henry presented the crew with a silver star mounted on a teakwood plaque. On the star was engraved a picture of the Deutschland. The plaque was placed on the starboard side of the central control station of the Deutschland. On the port side of the station was placed a copy of Prince Henry's poem.

MAJOR-GENERAL BLISS LEAVES FOR BORDER

Will See That Militiamen Receive Proper Treatment in Federal Service.

Washington, July 12.—Major-General Bliss, assistant chief of staff, left for the border late today to inspect national guard units. It was said at the war department that his trip was for administrative purposes wholly and did not foreshadow any immediate change in the higher commands along the border. Officials are anxious to forestall complaints that the militiamen are not accorded proper treatment in the federal service.

General Bliss first will go to San Antonio, where he will confer with General Funston. Later he will visit every camp of importance from the Gulf to the Pacific coast.

In connection with General Bliss's departure it was learned today that most inspectors have been sent to the supply points for the border forces at the request of the war department. Not a pound of meat will reach the troops that has not been passed by the government experts.

VERMONT VETERINARIANES.

Rutland, July 12.—The annual meeting of the Vermont Veterinary Medical association will be held at The Berwick here to-morrow and Thursday. Papers are to be given by Dr. C. K. Eastman of Newport, Dr. H. C. Stetson of White River Junction, Dr. E. H. Baneroff of Barre and Dr. A. P. Wakefield of Hyde Park. On Wednesday there will be a clinic when several animal operations will be performed.

Cattle Commissioner E. L. Davis of Windsor will be present the 12th to discuss tuberculosis tests and interstate shipment of cattle. Dr. G. N. Welch of Northfield is president and Dr. George Stephens of White River Junction secretary of the association.

Make your wanted message clear and definite—and you will win.

BERLIN REJOICES OVER THE LATEST SUBMARINE FEAT

Alfred Lohmann Originator of the Under Water Line Says Weekly Sailing Schedules Will Come Soon.

PROFITABLE WHILE WAR LASTS

Herr Lohmann Believes That Conflict Will Not End Before Spring and That Submarine Freighters Will Pay for Themselves Before Then.

Berlin, July 12, via London, July 12.—The opening of direct shipping connections between Germany and the United States by the submarine merchantman Deutschland has occasioned great jubilation and enthusiasm among Germans, but no one is more elated than Alfred Lohmann, ex-president of the Bremen Chamber of Commerce and the originator of an under-water service.

To the Associated Press Herr Lohmann said to-day that the Deutschland was only the first of a fleet of submarine freighters and that a regular trans-Atlantic service with frequent sailings would soon be in operation.

A second boat named the Bremen, he added, is about to start for America with a cargo, and a number of sister ships are rapidly approaching completion. It is understood that the number of boats will soon be adequate for the establishment of a weekly service.

"Remember," said Herr Lohmann, "that the Deutschland was entirely unarmed; she carried no torpedo tubes, no cannon and no weapon of offense or defense of any kind."

"So anxious was I that the unarmed merchantman character of our boats should be established beyond doubt I insisted that the captain of the Deutschland should not even carry the customary revolver upon leaving Bremen."

Under these circumstances, he contended, there is nothing to prevent the Deutschland, exclusively a merchantman, from remaining as long as she pleases in a neutral harbor and loading a cargo of fuel and supplies free from the restrictions which prevent warships from entering a neutral port except under stress, or remaining over 24 hours.

"I conceived the idea of breaking the British blockade long ago," continued Herr Lohmann. "But the project first took definite shape last autumn, when I succeeded in convincing the capitalists associated with me—the Deutsche bank and the Norddeutsche Lloyd—that the war presumably would last another 12 months. This was the hardest part of my task. Once this was done the rest was easy, for our figures showed that the boats would more than pay for themselves in a single trip."

"A company was immediately incorporated as the 'German Ocean Navigation company of Bremen' with a nominal capital of \$2,000,000 and the principal place of business at St. Johnsbury. Has filed articles of association with the secretary of State. The company purposes to develop water power and storage reservoirs on the Moose river and tributaries in the counties of Essex and Caledonia. The incorporators are Theodore W. Chase of Passumpsic, Fred D. Gilman, Harry H. Carr, Freeman A. Pierce and Charles G. Bailey, all of St. Johnsbury."

Work was commenced on the first and second boats. The Deutschland was completed some time ago, and after successful trials in the Baltic started for America following the usual peace route of our Bremen and Hamburg steamers."

Herr Lohmann now believes that the war will not be terminated before next spring and that the submarine freighters will have an opportunity to make many profitable voyages before they are faced with competition of surface freighters.

The Deutschland and her sister ship are 2,000 ton boats. Between four and five hundred tons of cargo can be carried. The fuel is largely carried in ballast and the dyeing tanks, which are built with sea water as the fuel, are consumed. The return of the Deutschland will be made the occasion of a great celebration and banquet at Bremen. This will be the formal celebration of the re-opening of direct German-American trade relations.

HAS CAPITAL OF \$200,000

Essex Storage Electric Co. of St. Johnsbury Incorporates To Develop Water Power on Moose River.

Montpelier, July 12.—The Essex Storage Electric company, Inc., with a capital stock of \$200,000 and the principal place of business at St. Johnsbury, has filed articles of association with the secretary of State. The company purposes to develop water power and storage reservoirs on the Moose river and tributaries in the counties of Essex and Caledonia. The incorporators are Theodore W. Chase of Passumpsic, Fred D. Gilman, Harry H. Carr, Freeman A. Pierce and Charles G. Bailey, all of St. Johnsbury.

U. S. INVESTIGATION OF ANTHRACITE PRICES

Federal Commission Will Take up Work Following Presentation of Petition.

New York, July 12.—The federal trade commission, of which Joseph E. Davies is chairman, is about to start an investigation of the conditions governing the anthracite coal market. Several weeks ago the real estate board of New York and the New York Building Managers' association each appointed a committee to act jointly as the coal conference committee to bring before the federal authorities the unsatisfactory situation affecting anthracite coal.

Attention was called to the fact that the coal supply companies were about to raise the price of anthracite coal, not only as to tonnage price, but by a change in the standard size of coal, an event that appeared to be unwarranted.

President Wilson, to whom the first appeal was made, referred the matter to the federal trade commission, which expressed its willingness to consider such an investigation if it was made evident that a sufficiently large number of consumers of coal desired it. That an investigation is very much wanted is shown by the large number of signatures to a petition recently circulated by the coal conference committee.

The business man who has work for you to do will take a look for you in the classified advertising columns some day soon!

SENATOR PAGE'S RE-ELECTION

Do the People Desire His Return to the Senate?

The Lyndonville Union-Journal sent out letters to several thousand prominent Vermonters asking their opinion as to public sentiment on the United States senatorship question.

The first returns, being those received up to the time the Union-Journal first went to press after the sending out of these letters, showed the following results at the end of the first week:

For Senator Page 3,241
For Ex-Gov. Fletcher 86

At the end of the second week:
For Senator Page 3,725
For Ex-Gov. Fletcher 121

Some of the newspapers of the State, in commenting upon the extraordinary preponderance of Page preference, have been inclined to question the fairness of this test vote, the Montpelier Argus going to the extent of intimating that the letters were only sent to the personal friends of Senator Page. Here is its language:

"One paper asserts that the list of names was made up of Page supporters, and that 86 went over to the enemy."

The Bennington Banner seemed to believe that the preferences for ex-Governor Fletcher represented the few weeds which had found their way into Senator Page's political garden. Here is its language:

"The Lyndonville Journal has been taking a straw vote of a selected list of Page supporters and find that 86 of them have gone over to Fletcher. Fire and furies! Isn't there any way to keep the weeds out of our garden?"

In view of these suggestions it is perhaps best to quote what the editor of the Union-Journal has to say with reference to the class of persons to whom these letters were sent. Here is what the editor says:

"How the list of names sent out was made up is stated below. Whether it is or is not a fair list the readers may judge; we simply give the facts.

"First, it contained the names of living members of the Legislatures from 1910 up to the present time, between 700 and 800 in all.

"It contained the names of every physician, lawyer, minister of the gospel, and the greater part of the leading business men, and town officials, in each town, and county and State officials from 1910 up to the present time.

"Speaking generally, the list was made up, to a quite considerable extent, from names for in Walton's Vermont Register from 1910 forward, as well from rosters of Grand Army Posts, Granges and other fraternal organizations.

Let us analyze this matter little more closely. What of persons in Vermont is it to the extent of more than out of every 31, believe that the sentiment is for the return of Senator Page? Let us what grounds for complaint any, the friends of Governor Fletcher properly have against the class of individuals to which this test vote was referred.

Governor Fletcher was member of the Legislature, either in the capacity of Representative, Senator, or Governor from October, 1902, to January, 1915. During all these years he was forming close personal acquaintance with the different members of these Legislatures and for the two years of his incumbency of the gubernatorial office filled 189 appointive positions.

On the other hand since 1915 Senator Page has been in attendance upon his duties in Washington. Only once during that whole period has he left the Senate while Congress was in session, to meet and make acquaintance of his constituents, not that he would not have been very much pleased to do so, but rather because he felt that he could not do so without neglect of duty. His lack of personal touch and contact with his constituents has been regarded by many as his chiefest fault, and that as it may, everyone understands that it is usually so to assert that when the Senator is in session Senator Page can be found at the National Capitol.

In brief, while ex-Gov. Fletcher has had every opportunity to meet and come into close personal touch with the people of Vermont, and under the most favorable conditions, Senator Page has been deprived of that great privilege.

How then can it be truthfully said that a list comprising the living members of the Legislatures of Vermont from including 1910 up to the present time, between 700 and 800 in all, is unfair so far as Governor Fletcher is concerned? If it is fair to any one was it not unfair to Senator Page? Did not Governor Fletcher have every possible advantage over Senator Page?

Finally, let us repeat as proper sequence to this article the question at its head, viz: Do the People desire Senator Page's re-election to the Senate?

Dan Patch, 1.55. Dead. Minneapolis, Minn., July 12.—T. Patch, packing station owned by M. Savage of Minneapolis, died of a heart attack at the owner's farm at Sava, Minn., today. In 1906 he paced a mile over the St. Paul track in 1:55, a world's sulky record. Dan Patch was bought by Savage for \$10,000. He withdrew from the tracks seven years ago.

THE WELFARE AGE. Now I lay me down to sleep. If I only quiet keep. Some one will take up my case As a Unit of the Race.

Some solituous Welfare League. Notes my work, my rest, fatigue. If mine be a living wage. My complexion, height, weight, age.

Or the agents of some guild. See if I with kerms am filled. Sound my lungs, my brain, my head. Make of me a colored card.

All my habits they let down. And my status in the town; If I intoxicate I use. Sizes of my hat and shoes.

Next, investigators plead. For a list of things I read. Am I orthodox or not? Do I till a garden plot?

Had my forebears minds impaired. Was my great-grandfather red-haired? Do I think T. R. would win? And is playing bridge a sin?

Now I lay me down to sleep. If I only believe in sleep. I'll be cared for like a king. "Welfare" queries answering! —Exchange

HE KNEW THEM. The very sentimental young lady quired gushingly: "Oh, colonel, don't you love Longfellow poems?" "Can't say I do," replied the old colonel. "Never read them, in fact. Consider all poetry absolutely drivel." "But," she persisted, "surely you cannot help admiring this verse of his out: 'The Day is Done' you know?" "And the night shall be filled with music. And the stars which infest the day. Shall fold their tents like the Arabs. And as silently steal away."

"My love!" he exclaimed, "there is something in that. I know those Arab boys—they would simply steal anything."

—London Chronicle.